



NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY

22 Apr 02

MEMORANDUM FOR ALL NATIONAL EXECUTIVE COMMITTEE MEMBERS

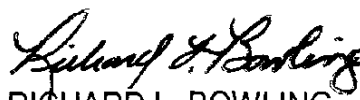
FROM: CC

SUBJECT: Taxi Mishaps

1. Throughout CAPs history, we have occasionally experienced aircraft mishaps that occurred during taxi operations. In recent years, the frequency of taxi mishaps has steadily increased to the point that they are consistently in the top three aircraft mishap trends. This year, however, taxi mishaps represent our number one trend. So far this year, 11 out of 21 aircraft mishaps have occurred during taxi. In spite of continued publicity, these preventable mishaps continue to erode our funds and mission readiness. Although all of the repairs to these aircraft are not yet complete, we have spent nearly \$87,000 on taxi damage just in the first few months of this year. Why are these mishaps happening? Investigations reveal that we are:

- Straying from designated taxi routes
- Not allowing adequate clearance
- Not considering the tail and wings during turns
- Taxiing too fast for conditions
- Taxiing with obscured visibility
- Not using marshallers
- Distracted by cockpit duties
- Not using other crewmembers to ensure clearance

2. Taxi mishaps will be a topic of discussion at the upcoming National Executive Committee Meeting in Atlanta. Please come prepared to help solve this vexing problem. I am confident that we can reverse this trend.


RICHARD L. BOWLING
Brigadier General, CAP
Commander

Attachments:

1. FY 02 Aircraft Damage During Taxi Operations

cc:

HQ CAP/EX/DO/LG/GC

HQ CAP-USAF/CV/XO/LG/SE/JA/IG

FY 02 Aircraft Damage During Taxi Operations (as of 22 Apr 02)

(**Bold** print indicates accidents)

02-03, 24 Nov 01, AK, C 185, After switching from floats to wheels, the aircraft ground looped during a taxi test. The aircraft was fast enough for the tail wheel to be in the air and the winds were light and variable. The runway was reported wet and covered with gravel. The left wing and horizontal stabilizer were damaged. (\$15,638)

02-05, 3 Jan 02, WA, C-182, The pilot removed the aircraft from the hangar and began to taxi out for takeoff. His mission that day was an AFRCC-issued, actual SAR mission. While taxiing, the windscreen fogged over, diminishing visibility to the point where the pilot could only see the taxi line. The pilot was unaware that a flat bed truck carrying a portable toilet had parked near the taxiway. The right wing contacted the portable toilet causing damage to the leading edge of the wing. (\$1,665)

02-07, 15 Jan 02, TN, C-172P, While taxiing out for a CAPF 5 annual check ride, the pilot struck a stationary fuel truck with the aircraft's left wingtip. Besides the superficial damage to the wing, the outboard wing rib was also damaged. (\$615)

02-09, 26 Jan 02, AL, C-172, While taxiing in from attending a glider orientation program, the pilot struck a metal support beam on a hangar with the right wingtip. The pilot was not injured, but the right plastic wingtip was broken. (TBD)

02-10, 26 Jan 02, NJ, C-172P, After one hour of dual instruction and three excellent takeoffs and landings, the CFI exited the aircraft so the cadet could fly another solo sortie. The solo flight went well until he approached a fuel truck on his taxi back. The cadet stopped prior to reaching the truck, but when he resumed taxiing the right wingtip struck the truck's right front corner and mirror. The collision turned the aircraft into the fuel truck's right rear, where the prop struck several times. The cadet was not injured. The wing, prop, spinner and possibly the engine were damaged. The fuel truck, belonging to Leading Edge Aviation, received damage to the mirror and the tank skin. (\$7,828)

02-11, 26 Jan 02, KS, C-172P, While taxiing into a parking spot after a cadet orientation flight, the pilot reported having difficulty turning or stopping the aircraft. The pilot did, however, manage to turn the aircraft to the right behind a C-340 owned by Antioch Resources, but the C-172s left wingtip clipped the fiberglass tail cone on the C-340. There is no damage to the CAP C-172. Estimates to repair the damaged C-340 have not yet been received. (TBD)

02-12, 17 Feb 02, NV, C-206, While preparing to launch on an Olympic Support Mission, the pilot started the engine before any of the crewmembers had fastened their seat belts. With the parking brake set, the pilot attempted to help untangle the observer's shoulder harness. The brake was inadvertently released and neither crewmember noticed the aircraft moving. Before the aircraft could be stopped, the aircraft veered to the right and collided with the hangar door. Besides damage to the hangar door, the propeller, the wingtip and possibly the engine were also damaged. No injuries were reported. (\$27,000)

02-14, 16 Feb 02, CA, C-182R, While taxiing clear of the runway, the right main landing gear struck a runway light. During this event, one prop tip was bent. (\$12,884)

02-16, 11 Mar 02, TN, C-182Q, While taxiing in after landing, the pilot was maneuvering near a building and struck an entrance structure with the left wing tip. (\$403)

02-17, 9 Mar 02, TX, C-172P, While taxiing near a hangar, the pilot lost all braking capability and ran the prop and right wing tip into the hangar door. The engine experienced a sudden stoppage. Initial investigation revealed that both inside brake pads on both main landing gear (two total) fell out within 7 feet of one another. The brake pads were broken when found on the ground. The Flight Operations Officer revealed that the brakes had last been worked on 290 flight hours prior to the mishap. (\$14,540)

02-20, 6 Apr 02, NY, C-182, After flying to Syracuse Airport to conduct AF ROTC orientation flights, the pilot taxied the left wing into a sign adjacent to the ramp. The leading edge of the left wingtip was damaged. (\$6,200)